

THE NORTHWEST PAVEMENT MANAGEMENT ASSOCIATION NEWSLETTER



'Government and Private Agencies Working Together for Better Pavements'

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October, 1996

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Words From The Chair

The Fall Conference is progressing very nicely, with Spokane County in full control. Do not forget to **register**. The first night of the conference is the only meal we pay for, a chance to get together for shop talk, go see the sights or whatever. Very nifty to have all the great meals together which is more opportunity to share with one another. And Howard has arranged for some grand entertainment for the banquet, I'm quite sure it is not table dancing. They are bringing in the best of everything. Don't miss out.

Since I have been in Pavement Management, the NWPMA has progressed from a few people to a mighty organization. It has been an organization that has helped me, and many people. I know it will continue to do so as more and more people get involved. This includes the sharing of successes and failures, everything involved with pavements from design to budgets. We have advanced to greater hopes and plans. Automated Pavement field surveys are still being pursued by all who would like to have all the field work done in a few days except quality control, and edit checks. And all road surveys completed more safely.

Recently I had the privilege of seeing the enhanced program that the state has **put** together to capture the digitized images of 9,000 miles of roadway complete with mileposting. We only looked at a few miles. One can sit at their computer station and view the same roadway section (including roadside) that someone in another part of the state is viewing, I.E. as a problem area in the clear zone or bridge, etc. Intersections can be viewed simultaneously with others to determine the best way to solve problems. The image can be printed or cut and pasted into a document and then e-mailed to whomever you wish. Roadside inventories, signs, guardrails, and bridges can be accomplished from one video. It is great to know how reasonable it is to do. If you are interested in this program, and want to contact someone for more information, call Hans Cregg of WSDOT (360) 753-6086.

NWPMA
Fall Conference
October 15-17, 1996
Spokane, WA

Urgent Plea

Dave, remember the paragraph you inserted in one of the NWPMA newsletters asking for people to share their "success stories" and relay the info to me? Well, no one is responding and Howard Hamby is a bit concerned about filling in the time allotted for that subject. Would you please put in another plea (hmmm, please and plea) requesting people to contact me about their semi-success stories, just agencies that have PM systems in working order and have had good luck with them.

Thanks again for all your help, Dave, it is greatly appreciated.

VickiG@co.skagit.wa.us
Vicki Griffiths Skagit County

Northwest Chapter Meeting

A big thank you to those who attended the Northwest chapter meeting of the NWPMA: Ken Winckler (not related to Henry) and Larry Gessner from City of Marysville, David Hower from Whatcom County, Dorothy Ketchum from City of Bellingham, and Larry Frostad and Doug Holbert from Island County. There was discussion about the various paving/maintenance programs and how they're generated; some are time driven while others originate from the Pavement Manager by type of distress. A suggested list of roads by PSC from Pavement Management is compared with the roads to be chip sealed from the Maintenance Department then field reviewed and discussed about which roads can be maintained now or delayed.

We discussed the support from management for the Pavement Management System and how this reflects onto the potentiality of the program; the importance of developing a history for each road to better predict a maintenance schedule along with the decision about what to name an ACP road once it's been chip sealed, which is revealed in the curve and the road's future maintenance.

The next meeting will be held November 14th from 10:00 AM until Noon in the Sauk River Room. Please note that this is a deviation from the usual 2nd Wednesday of the odd month, this meeting will be held on a Thursday. We will be discussing report generating and the different formats that can be used.

See You Online At

<http://www.crab.wa.gov/nwpma/>

Now you can get the latest info on NWPMA on our new Homepage! One neat feature is the Pavement Management Conference. An ongoing discussion of Pavements, Management and etc. Come add your two cents worth to the scintillating conversation.

If you are a local agency within the State of Washington and do not yet have Internet access, contact Ken Adney at WSDOT TransAid for information on their deal of a lifetime to get you online!



ADC TechCom Meeting

The ADC TechCom met on August 29th, 1996, in Vancouver. Chair Les Olsen files the following report:

Progress is still being made on the roadside inventory data acquisition services evaluation. It may not be as fast as I would like, but some of that is my fault. I haven't followed up on this as I should have. I'll start dogging the individuals to make sure the process stays on track rack.

The goal remains the same. Being regional leaders, providing guidance in evaluating roadside inventory data acquisition.

On August 29th, the following took place:

• No representative from FHWA was present to provide an outcome of the letter written August 20, 1996. I have enclosed a copy and have made follow-up calls to Don Peterson and Kathy Nicholas.

• It was agreed that Edward J. Jaselskis, Kandiah Jeyapalan and Dwayne Smith from Iowa State University had the experience and expertise to establish testing standards and analyze vendors results based on specified parameters. I have contacted Jaselskis and Jeyapalan to let them begin preparations at their end.

• No information came from the specifications subcommittee. I will have a follow-up with Joel. Again, the "Test Parameters" sub-committee is requested to have a DRAFT of the test parameters by the next meeting (9-26-96).

• Funding, Chair Dan Sunde. Dan is still hard at work on the funding aspects.

Again, I encourage you to volunteer your knowledge and time. If you are not named on one of the subcommittees, but would like to participate, please call the chairperson.

Also, if you know of others that would benefit from coming to the meetings please bring them along. If you have questions or concerns call me at 360-786-5132.

NEXT MEETING:

September 26, 1996 - 12:30 p.m. 'til 3:00 p.m.
WSDOT Southwest Regional Office
4100 Main Street, Vancouver, WA
(same place as last time)

Testing News Digest

September 1, 1996, Westerville, OH...

Testing News Digest announces the release of its Asphalt Pavement Edition. The new bimonthly newsletter is the most comprehensive informational news source for test and quality assurance professionals in the asphalt pavement industry. TND provides technical and new product briefs, a complete quarterly calendar of events including Superpave seminars and workshops offered by many institutions such as the National Center for Asphalt Technology (NCAT), the Asphalt Institute, and the five regional Super-pave Centers around the country. The Asphalt Pavement Edition of TND also provides the latest standard and specification changes including ASTM and AASHTO, interviews with industry thought leaders and end users. The classified section informs subscribers of available positions, services, and new and used testing equipment.

Sample copies and ordering info will be available at the Fall Conference, or contact your favorite Editor.

Techniques For Pavement Rehabilitation

The Northwest Technology Transfer Center Bulletin, Summer 1996 edition, has the following blurb:

"NWT2 Center is presenting the NHI course on Techniques for Pavement Rehabilitation on October 8-11, in Seattle. It is a 3-1/2 day course, including discussion, lecture, workshop, and case studies. The cost is \$100."

The instructors will be Newt Jackson, former WSDOT Pavement Guru, and Steve Seeds, Nichols Consulting, who have the FHWA contract to present this course. They include many of their personal experiences along with the information provided in the 606 page course notebook.

Your editor recently attended this course, and came away with a better understanding of the causes of pavement failure and how to properly rehabilitate pavements based on what the distresses are. He highly recommends this course to anyone involved with pavements and pavement rehabilitation. The information to be obtained is priceless, the potential cost savings by understanding and using the proper rehabilitation techniques can be enormous, the benefits of this course far outweigh the cost of \$100.

To register for the course, or for more information, call Laurel Gray at the T2 Center, (360) 7057386.

Hot In-Place Recycling

WSDOT recently completed a Hot In-Place Recycling project, on SR 97 from Wes? Wapato Road to Lateral A Road in Yakima County. WSDOT Research Office has completed a research report on the project. From the **Northwest Technology Transfer Center Bulletin** :

"This report documents WSDOT's first hot in-place asphalt pavement recycling project. The construction project, located on SR 97 near Zillah, included the recycling of the two southbound lanes for a distance of about 5 miles. The hot in-place recycling process consists of a series of equipment that heats the top 2 inches of pavement, grinds it up, then picks it up and mixes it with additional new aggregate and asphalt binder, and then lays it down and compacts it all within the existing lane. The construction went smoothly and there is no indication at this point that the recycled section will not perform as well as a section recycled in the conventional manner. The conventional recycling process involves grinding the pavement (unheated) and hauling the recycled asphalt pavement to a conventional asphalt plant where it is combined with new aggregate and asphalt binder, and then hauled back to the highway where it is run through a paver and compacted."

For more detail, contact the WSDOT research office, (360) 705-7971 or

<http://www.wsdot.wa.gov/ppsc/research/rpage.htm>

Metrification

Rumor has it the only effect of metrification on PMS is the change from Alligator cracks per square foot to Crocodile cracks per square meter.

Protecting Your Pavement Investment

The Asphalt Institute announces a new two-day seminar on the importance of proper pavement maintenance and rehabilitation. Entitled "Protecting Your Pavement Investment", it provides proven processes and procedures for protecting and prolonging the life of asphalt pavements. Participants will receive practical information on topics such as how to analyze pavement maintenance needs, preventative and corrective maintenance procedures, rehabilitation techniques and quality control of overlay construction. This course is designed for the individual wanting to preserve their asphalt pavement investment, and for the personnel that maintain them. There will be 13 seminars nationwide, the nearest to WA is in Portland OR on December 3rd & 4th, 1996. The registration is \$360 per person, \$299 per person for 3 or more from the same agency. For more info, please contact Mandee Hall, the Asphalt Institute's Seminar Coordinator at (606) 288-4964, or fax requests to (606) 288-4999.

Centerline User Group

As listed in the **CenterLine PMS Newsletter**, (Derald Christensen, Editor) the next meeting of the Centerline User Group will be January 22, 1997.

Roy Scalf will be giving a presentation on his most recent PMS modeling and project planning efforts with a special emphasis on the modeling of routine/corrective maintenance and preventative maintenance. Snohomish County has made a major effort to implement an aggressive maintenance program and Roy will discuss this with us.

Eric Edwards and Vince Kiley from Pierce County will give a presentation on their Multi-Year M&R Analysis results, including their modeling of routine & preventative maintenance and cyclical chip seal programs.

Pierce and other counties are currently providing chip seal and maintenance services to smaller cities and Pierce has put a lot of effort into providing the three new cities in their county with PMS results to help in implementing these services. Fircrest is also planning to use the county for its patching, crack sealing and chip seal programs and I have worked with both agencies while developing their PMS models. This topic and its implementation and how Centerline can help will be discussed. I have found that even with a system as small as Fircrest that the use of a properly implemented routine and/or preventative maintenance program is equally as effective as with the larger agencies.

I am working with Bill Whitcomb on a PMS/GIS study for the city of Vancouver and he plans to present his results at this meeting. I am also doing some PMS model verification work using over 25 Washington State local agencies which I would like to present and discuss. This will be done using the same model parameters for each agency so we can compare the relative performance of the Centerline M&R model. If you would like a free ten year M&R analysis let me know, it doesn't matter what software you are using as long as you have pavement distress data.

For more information contact Derald at MRC.

Introduction To Pavement Management Systems

TRANSPEED is presenting 'Introduction to Pavement Management Systems' in Vancouver, WA, on October 3rd and 4th. The instructor is renowned Pavement Management System expert, Paul Sachs. To register or for more information, contact TRANSPEED at (206) 543-5539 fax (206) 543-2352.

Upcoming TRANSPEED classes of interest include: in the Winter, Basic Roadway Pavement Design and Effective Implementation of Pavement Management Systems; in the Spring, Advanced Roadway Pavement Design and Pavement Rehabilitation. To get on the TRANSPEED mailing list, contact TRANSPEED.

Concrete Pavement Seminar

Seminar announcements and registration forms have been sent out for the 1996 Northwest Concrete Pavement Seminars, ***"How To Make Scarce Funding Have Lasting Impact"***, which will be held October 29 - 30, in Portland and October 31 - November 1 in Boise. If you didn't get one, or want to register or get more details, call Ed Savage, Pavement Engineer, Northwest Chapter, American Concrete Pavement Association, at (206) 453-8007.

A New Look

You may have noted that this award winning Newsletter has a new look. If not, you may have worn your eyes out looking at too many distressed pavements. Our thanks to Tracy Lusby of CRAB for her great efforts in making this rag readable. You may recall that she is the one responsible for our great looking web page.

FPRMR

What's this, another acronym??? No, it is The Foundation For Pavement Rehabilitation and Maintenance Research. Established in 1992, its purpose is to explore avenues for increased research and education in the area of pavement maintenance and rehabilitation with a focus on recycling and cold paving. To date, they have funded two research projects: the evaluation of skid test numbers on two Kansas airports, and the evaluation of the life cycle costs of maintenance surface treatments. We will be in touch with the FPRMR and passing the information on.



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